डी०एम०यू० ट्रेंस चलायी जा सकती हैं। इस प्रकार के कई कदम उठाए जाते हैं। इस तरह की जितनी ब्रांच लाइंस हैं जो घाटे में चल रही हैं, उस की पूरी स्थिति का अध्ययन करने के लिए कि कैसे उन के घाटे को कम किया जाए और कौन से कदम उठाए जाएं, इस के लिए हम ने रेलवे बोर्ड के एक्जीक्यूटिव डायेरेक्ट्र्स की कमेटी बनायी है। वह कमेटी सम्बद्ध जोनल रेलवे के परामर्श के साथ ऐसी घाटे में चलने वाली हरेक ब्रांच लाइन का अध्यन कर रही है। उन की रिपोर्ट की हम प्रतीक्षा कर रहे हैं।

प्रो. रामबक्ष सिंह वर्मा : मान्यवर, मैं रेल मंत्री जी से जानना चाहता हूं कि वह कौन-कौन सी मुख्य और ब्रांच रेलवे लाइंस हैं जो घाटे में चल रही हैं और यह जो उत्तर रेलवे की फरुर्खाबाद-शिकोहाबाद ब्रांच लाइन है, क्या यह घाटे में चल रही है? अगर घाटे में चल रही है तो पिछले तीन वर्षों में इस ब्रांच रेलवे लाइन पर वर्षवार कितना घाटा हुआ है?

श्री नीतीश कुमार : महोदय, यह तो एक स्पैसिफिक क्वैश्चन है। वैसे कुल 115 लाइंस हैं जिन पर हम हर साल अध्ययन करते हैं। उन में किसी साल घाटा बढ़ता है, किसी साल घाटा घटता है। महोदय, अगर 2000-2001 का फिगर लें तो कुल 15 लाइंस पर कुल मिलाकर 439 करोड़ के करीब घाटा हुआ है, लेकिन 2001-2002 में यह घाटा घटकर 434 करोड़ रह गया।

Uneconomic Branch Lines

*582. SHRIMATI AMBIKA SONI :

DR. T. SUBBARAMI REDDY†† :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have decided to weed out uneconomic branch lines and have issued instructions for closure/dismantling of 21 such lines;

(b) whether high level Expert Committee had unanimously recommended that where alternative modes of transport exist or can be developed, such branch lines should be closed down;

(c) if so, the States in which these lines exist;

(d) whether States have offered to provide help and assistance for not weeding out these uneconomic branch lines;

(e) if so, the reaction of Government thereto; and

†† The question was actually asked on the floor of the House by Dr. T. Subbarami Reddy.

(f) by what time the final decision in this regard is likely to be taken?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (f) A statement is laid on the Table of the Sabha.

Statement

(a) to (f) No policy decision to weed out uneconomic branch lines has been taken. However, Railway Reforms Committee (1983) had recommended closure of 40 uneconomic branch lines where the road services served by these lines were adequate to meet the full transport requirements. In addition the Committee had identified 17 lines, which could be closed provided the kucha roads which become unserviceable during monsoon were converted into all weather metal roads. The Statewise list of these lines is enclosed as Statement-I. (*See* below) The Committee had also stated that the subject of uneconomic branch lines should be periodically reviewed with the State Administration. It further stated that in respect of the lines which had been identified by them for closure, 50% of the losses should be borne by the State Government, in case, they do not agree for the closure of the lines on local considerations.

Instructions have been issued from time to time for closure of 21 lines, six lines in the year 1985; one line in 1988; six lines in 1992; one line in 1993; three lines in 1994; two lines in 1997 and two lines in 1999, and these lines stand closed. A list of these lines is enclosed as Statement-II. (*See* below)

Despite the recommendations of the Railway Reforms Committee, the State Governments have neither agreed for the closure of the uneconomic branch lines nor for sharing of losses on 50:50 basis. The train service on these uneconomic branch lines, however, have not been discontinued.

Classification of branch lines as uneconomic or otherwise is a dynamic process and is reviewed annually. In this context, the 'Standing Committee on Railways' while examining the demands for Grants 2000-01 recommended that Railways should go in for gauge conversion of these lines so that market centres could be developed. The Committee also recommended that, wherever possible, these lines should be given on lease to private operators.

The Standing Committee on Railways 2001 in their 9th Report, while examining the Demands For Grants for 2001-2002, noted that

Railways have been suffering losses on uneconomic branch lines. The traffic level on these lines is low and do not justify the running of the present type of rail services which are primarily meant for moving masses and high density of traffic. In other countries, successful experiments have been made for either making such lines as financially viable or reducing the losses by giving the operation to private operators on a long-term concession. While Government retains the ownership, the private sector brings about the efficiency, provides a desired service level and markets for more traffic. The Committee desired that a pilot project should be started on experimental basis on some of the uneconomic lines.

The Ministry has set up a Committee of Railway Officers to carry out a comprehensive study of uneconomic branch lines to identify the major causes for losses, the remedial measures for implementation and also to examine the feasibility of concessioning some of the branch lines.

In addition to making efforts to close the identified lines and persuade the State Governments to share equally losses on the lines, which cannot be closed on certain considerations, the Railways have been taking steps to reduce losses and improve viability of lines by reduction in staff strength, regulating the number of trains, dismantling of sidings, introduction of rail bus service etc.

Gauge Conversion of the following uneconomic branch lines have been taken up/completed.

1. Naupada-Gunupur - work in progress
2. Rupsa-Bangriposi - work in progress
3. Sagara-Talguppa - work in progress
4. Pipar Road-Bilara - work in progress
5. Nadiad-Kapadvanj- work completed
6. Makrana-Parbatsar- work completed

Statement

The list of 57 Uneconomic Branch lines Recommended for closure by Railway Reforms Committee in 1983

Sl. No.	Railway Line	State	Gauge	Length in Km	Railway
(1)	(2)	(3)	(4)	(5)	(6)
		Andhra	NG	90	East Coast Railway
1.	Naupada — Gunupur	Pradesh & Orissa			
2.	Bakhtiyarpur—Rajgir	Bihar	BG	53	East Central Railway
3.	Sahabpur Kamal—Monghyr Ghat	Bihar	MG	14	East Central Railway
4.	Katihar—Manihari Ghat	Bihar	MG	36	Northeast Frontier Railway
5.	Piplod—Devgarh Baria	Gujarat	NG	15	Western Railway
6.	Than—Chotila	Gujarat	MG	20	Western Railway
7.	Bhavnagar—Mahuva	Gujarat	MG	108	Western Railway
8.	Hadamtiya—Jodiya	Gujarat	MG	38	Western Railway
9.	Khambhaliya—Salaya	Gujarat	MG	13	Western Railway
10.	Chanasma—Harij	Gujarat	MG	21	Western Railway
11.	Kunkavav—Bagasra	Gujarat	MG	20	Western Railway
12.	Botad—Jasdan	Gujarat	MG	54	Western Railway
13.	Ningala—Gadhada—Swaminarayan	Gujarat	MG	15	Western Railway

(1)	(2)	(3)	(4)	(5)	(6)
14.	Shapur—Saradiya	Gujarat	MG	42	Western Railway
15.	Morvi—Tankara	Gujarat	NG	20	Western Railway
16.	Himmatnagar—Khed - Brahma	Gujarat	MG	55	Western Railway
17.	Mavli—Bari Sadri	Gujarat	MG	82	North Western Railway
18.	Bilimora—Waghai	Gujarat	NG	63	Western Railway
19.	Kosamba—Umarpada	Gujarat	NG	62	Western Railway
20.	Dabhoi—Timba Road	Gujarat	MG	100	Western Railway
21.	Ankleshwar - Rajpipla	Gujarat	MG	63	Western Railway
22.	Chota Udepur - Jambusar	Gujarat	MG	150	Western Railway
23.	Jagadiya—Netrang	Gujarat	NG	30	Western Railway
24.	Godhra—Lunavada	Gujarat	NG	40	Western Railway
25.	Champaner Road—Pani Mines	Gujarat	NG	49	Western Railway
26.	Morbi - Ghantila	Gujarat	NG	45	Western Railway
27.	Jorawarnagar—Sayla	Gujarat	NG	27	Western Railway
28.	Nadiad—Kapadvanj	Gujarat	NG	45	Western Railway

(1)	(2)	(3)	(4)	(5)	(6)
29.	Bharuch—Jambusar Kavi	Gujarat	NG	76	Western Railway
30.	Nadiad—Bhadran	Gujarat	NG	58	Western Railway
31.	Choranda—Motikoral	Gujarat	NG	19	Western Railway
32.	Chandod—Malsar	Gujarat	NG	87	Western Railway
33.	Chhuchhapura--Tankhala	Gujarat	NG	38	Western Railway
34.	Samni—Dahej	Gujarat	NG	39	Western Railway
35.	Boriyavi—Vadtal Swaminarayan	Gujarat	NG	7	Western Railway
36.	Garhi Harsaru Farukhanagar	Haryana	MG	12	Northern Railway
37.	Sagara—Talguppa	Karnataka	MG	16	South Western Railway
38.	Shoranur—Nilambar Road	Kerala	BG	66	Southern Railway
39.	Rupsa—Bangriposi	Orissa	NG	89	South Eastern Railway
40.	Dholpur—Tantpur—Sirmuttra	Rajasthan	NG	89	North Central Railway
41.	Piper Road--Bilara	Rajasthan	MG	42	North Western Railway
42.	Makrana—Parabatsar	Rajasthan	MG	22	North Western Railway
43.	Balotra—Pachpadra	Rajasthan	MG	24	Northern Railway
44.	Ratangarh Sardarshahr	Rajasthan	MG	43.13	North Western Railway
45.	Tilwara—Tilwara Mela	Rajasthan	MG	3	Northern Railway

(1)	(2)	(3)	(4)	(5)	(6)
46.	Mayuram-Tarangambadi	Tamilnadu	MG	30	Southern Railway
47.	Nidamangalam Mannargudi	Tamilnadu	MG	13	Southern Railway
48.	Peralam-Karaikal	Tamilnadu and Pondichery	MG	24	Southern Railway
49.	Ait-Konch	Uttar Pradesh	BG	14	North Central Railway
50.	Barhan-Etah	Uttar Pradesh	BG	59	North Central Railway
51.	Raja-Ka-Sahaspur Sambhal-Hatim Sarai	Uttar Pradesh	BG	24	North Central
52.	Indara-Dohrighat	Uttar Pradesh	MG	35	North Eastern Railway
53.	Dudwa-Gauri Phanta	Uttar Pradesh	MG	24	Northern Eastern Railway
54.	Shahbeznagar-Keruganj	Uttar Pradesh	MG	9	North Eastern Railway
55.	Mandhana-Brahmavart	Uttar Pradesh	MG	9	North Eastern Railway
56.	Dudwa-Chandan Chowki	Uttar Pradesh	MG	13	North Eastern Railway
57.	Burdwan-Katwa	West Bengal	NG	53	Eastern Railway

NG-Narrow Gauge

MG-Meter Gauge

BG-Broad Gauge

Statement-II

List of 21 Uneconomic Branch Lines closed

Sl. No.	Section	State	Railway	Gauge	Length in Km	Date of issue of instruction for closure
1	2	3	4	5	6	7
1.	Nidamangalam-Mannargudi	Tamilnadu	S. Rly.	MG	13	20-9-85
2.	Sahabpur Kamal-Monghyr Ghat	Bihar	N.E. Rly.	MG	14	20-9-85
3.	Morvi-Tankara	Gujarat	W. Rly.	NG	20	15-7-88
4.	Hadamtiya-Jodiya	Gujarat	W. Rly.	MG	38	20-9-85
5.	Khambhaliya-Salaya	Gujarat	W. Rly.	MG	13	20-9-85
6.	Than-Chotila	Gujarat	W. Rly.	NG	20	20-9-85
7.	Ningala-Gadhada-Swaminarayan	Gujarat	W. Rly.	MG	15	20-9-85
8.	Bhavnagar-Mahuva	Gujarat	W. Rly.	NG	108	05-2-92
9.	Shapur-Sardiya	Gujarat	W. Rly.	MG	42	27-3-92
10.	Piplod-Devgarh Baria	Gujarat	W. Rly.	NG	15	12-5-92
11.	Kunkavav-Bagasara	Gujarat	W. Rly.	MG	20	12-5-92
12.	Botad-Jasdan	Gujarat	W. Rly.	MG	54	12-5-92
13.	Chanasma-Harij	Gujarat	W. Rly.	MG	21	12-5-92
14.	Dudwa-Gauri Phanta	U.P.	N.E.Rly.	MG	13	18-3-94
15.	Dudwa-Chandan Chowki	U.P.	N.E..Rly.	MG	24	19-10-93
16.	Morbi-Ghantila	Gujarat	W.Rly.	NG	45	06-5-94
17.	Jorawarnagar-Sayla	Gujarat	W. Rly.	NG	27	06-5-94

1	2	3	4	5	6	7
18.	Champaner Road-Pani Mines	Gujarat	W..Rly.	NG	49	26-9-97
19.	Godhra-Lunavada	Gujarat	W. Rly.	NG	41	26-9-97
20.*	Senchoa-Silghat	Assam	N.F. Rly.	MG	66.11	03-8-99
21.*	Haibargaon-Mairabari	Assam	N.F. Rly.	MG	45	03-8-99

Notes : 1.0 Railway Reforms Committee recommended for closure of 57 uneconomic Branch lines. These include 40 such lines where alternative road services were available and 17 such lines in the State of Gujarat where alternative road services could be developed.

2.0 The lines at Sl. No. 1 to 15 pertain to the list of 40 lines recommended for closure by Railway Reforms Committee (RRC).

3.0 The lines at Sl. No. 16 to 19 pertain to the list of 17 lines in the State of Gujarat recommended for closure by RRC.

* Other than 57 Uneconomic lines recommended for closure by RRC. However, steps are being taken for restoration of the two lines at Sl. Nos. 20 and 21.

DR. T. SUBBARAMI REDDY : Mr. Chairman, Sir, hon. Minister has said in his reply that no policy decision to weed out uneconomic branch lines has been taken. But, still, the Railways have issued instructions for closure of twenty-one lines in different States. So, I would like to know from the hon. Minister as to what action the Railways have taken, after the closure of these twenty-one lines, to extend the facility of commutation to the people who are living in the surrounding areas. The hon. Minister has also mentioned in his reply that the State Governments should bear 50 per cent of the losses and the remaining 50 per cent would be borne by the Railways if the States wish to continue with the uneconomic branch lines. So, I would like to know from the hon. Minister what is the out come on these twenty-one lines.

श्री नीतीश कुमार : सभापति महोदय, आप मेरे उत्तर को देखेंगे तो पाएंगे कि हमने डिटेल्ड आंसर दिया है। जब हमने लाइन को बंद कर दिया तो फिर उसमें कुछ करने की आवश्यकता नहीं है। स्टेट गवर्नमेंट के साथ चर्चा के बाद रेलवे रिफॉर्म कमेटी ने 1983 में अपनी रिपोर्ट दी थी और उसमें उन्होंने ब्रांच लाइंस को कई कैटेगरी में डिवाइड किया था। उन्होंने कहा था कि 17

लाइंस, खासकर गुजरात में ऐसी हैं जहां अल्टरनेटिव रोड ट्रांसपोर्ट फेसिलिटी क्रिएट करने के लिए, यहां रोड बनाने के लिए वह मदद दे सकते हैं। उसमें रेलवे ने ऑफर किया था कि अगर चाहें तो वे हमारा कच्चा एम्बैंकमेंट ले लें इस को ऑल वैदर रोड बनाने के लिए, अगर चाहें तो रोड ट्रांसपोर्ट को कुछ बस खरीदने के लिए भी रेलवे ग्रांट दे सकती है। लेकिन इस तरह का कोई नतीजा नहीं निकला। महोदय, कोई भी राज्य सरकार ब्रांच लाइंस चाहे जितनी घाटे में रहे, बंद करने के लिए तैयार नहीं होती।

DR. T. SUBBARAMI REDDY : Sir, my second supplementary is this. The hon. Minister did not understand what I said. It is good that he has given a comprehensive reply. I appreciate that. But, since the closure of these railway lines, the poor people, who are travelling on these lines, are deprived of this facility. The reply says that they have a plan to give optional arrangements by improving the bus facilities and improving the roads and all that. So, I want to know what has he done for the twenty-one lines which he has closed, and, what facilities the Railways are giving to the people who are deprived of travel on these uneconomic branch lines. What facilities have you given to the people, who have been deprived of the facilities because of the closure of these uneconomic branch lines?

श्री नीतीश कुमार : सभापति महोदय, हमने इसका उत्तर दिया कि रेलवे रिफोर्म्स कमेटी ने वर्ष 1983 में ही कई ब्रांच लाइन्स के बारे में यह रिकमंड किया था। इसमें से उन्होंने स्पेसिफिक 57 लाइन्स में यह तय किया था कि इनमें 40 ब्रांच लाइन्स ऐसी हैं, जहां अल्टरनेटिव . . . **(व्यवधान)**

DR. T. SUBBARAMI REDDY : Sir, my question is different. *(Interruptions)* Sorry, Sir, my question is totally different. My simple question is : What facilities have you given to the people, who have been deprived of the facilities because of the closure of these uneconomic branch lines?. . . . *(Interruptions)*

SHRI NITISH KUMAR : It is not the responsibility of the Railways to provide alternative facilities to the people. It is not our mandate. Our mandate is to lay railway lines, to run trains, and so on and so forth. But, certainly, it is not our mandate. . . . . *(Interruptions)*

DR. T. SUBBARAMI REDDY : The States must bear 50 per cent, and the railways will bear . . . . *(Interruptions)*

श्री सभापति : आप यह बता दीजिए कि स्टेट गवर्नमेंट ने किस-किस जगह अल्टरनेटिव व्यवस्था करने के लिए लिखा है इनको और इन्होंने उसे मंजूर नहीं किया है। क्वैश्चन तो सीधा यह है।

श्री भारतेन्दु प्रकाश सिंहल : सभापति जी, मैं यह जानना चाहता हूँ कि यह जो 40 रेलवे की लाइन हैं नान-वाइबिल निकली हैं, तो उनको बनाते समय क्या उनकी वाइबिलिटी को नहीं देखा गया था ? क्या रेल मंत्री बताएंगे कि इस प्रकार की नोन-वाइबल लाइनें दुबारा न बनें, इसके लिए क्या कोई सिस्टम इंटरोडयूस हो रहा है ?

श्री नीतीश कुमार : सभापति महोदय, ये लाइन्स कब की बनी हुई हैं, यह हिस्टोरिकल है। **(व्यवधान)** . . .हमारे पास जो रिपोर्ट हैं, ये दर्जनों कमेटी की रिपोर्ट हैं और यह सिलसिला आजादी के पहले से शुरू हुआ है। अगर आप इजाजत दें तो मैं बता दूं।

श्री सभापति : नहीं, आप रहने दीजिए।

श्री नीतीश कुमार : एक मिनट, मैं बता रहा हूँ, अगर आप इजाजत दें। यह इंडियन रेलवे इंक्वायरी कमेटी ने वर्ष 1936-37 में ही कहा था कि ये अनइकोनोमिक ब्रांच रेलवे लाइनें या अनवाइबल लाइनें हैं, उनको सरकार के खर्चे पर या रेलवे के खर्चे पर चलाने का कोई औचित्य नहीं है। इसके बाद वर्ष 1959 की कमेटी की रिपोर्ट है, पार्लियामेंटी कमेटी, रेलवे रिफोर्म्स कमेटी, पार्लियामेंट की डिफरेन्ट कमेटीज ने रिपोर्ट दी हैं कि इसको चलाने की कोई जरूरत नहीं है। जहां तक इनका यह प्रश्न है कि बनाने के पहले क्यों नहीं देखते, तो बनाने के पहले तो देखा जाता है, लेकिन सिर्फ अगर लाभ को देखा जाए तो मेरे ख्याल से 90 प्रतिशत परियोजना, जो हाथ में ली हुई हैं, उनको ड्राप करना पड़ेगा।

* 583. [The qestioner (Shri Raju Parmar) was absant for answer vide Page 41-42 infra.]

Assistance to oilseeds producers

* 584. SHRI SURESH PACHOURI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether it is a fact that 40 per cent of the domestic demand for edible oil is met through import;

(b) if so, the details thereof;

(c) the steps taken by Government to increase oilseeds production; and

(d) whether Government propose to provide financial assistance to producers of oilseeds?

THE MINISTER OF AGRICULTURE (SHRI AJIT SINGH) : (a) to (d) A Statement is laid on the Table of the Sabha.